

Complete Plans For Harbor City Sewerage Plant

Outlet of Proposed \$160,000 System at Poggi Ranch

Plans for the proposed \$160,000 sewerage collection system in the Harbor City district have been completed by City Engineer J. J. Jessup of Los Angeles. It was learned today. Engineers have been at work on the blueprints for several months.

The system as designed is to serve an area of approximately 415 acres, and involves 74,559 lineal feet of sewer pipe. Various sized clay pipe is specified, the depth to be an average of 12 feet throughout the area to be served. A total of 118 manholes are to be constructed in connection with the system.

The debt limit report of the area as required by the Legislative Act of 1921 was being compiled today by the city engineer's office. Outlet of the proposed system will be at the Poggi ranch treatment plant of the county sanitation district, according to the plans.

County Reimbursed For Quake Damage Construction Jobs

Los Angeles county was reimbursed today by the state highway department to the extent of \$11,855, representing the state's share of the cost of repairing highways in the earthquake zone.

S. V. Cortevon, state engineer assigned to the Los Angeles office of the state highway department, forwarded the check to the board of supervisors, following an appraisal of the work done by the county road department maintenance crews.

Suspect in Plot Case Pleads Guilty To Charge of Theft

Jimmy Vienne, one of three men nabbed by deputy sheriffs in a suspected plot on Walter D. Hammond and his sister, Eunice F. Hammond, of El Nido road, has pleaded guilty to grand theft of an automobile and will be sentenced next Wednesday, May 24, superior court records in Los Angeles disclosed today.

Vienne entered his plea of guilty to the auto theft charge upon arraignment but pleaded not guilty to charges of driving a car without permission of the owner.

Notes From Washington

By Charles J. Colden
Congressman, 17th District

John H. Burke, member of Congress from Long Beach and a former San Pedro boy who has made good, made a very effective speech upon the President's financial program. He used an illustration of the fluctuation of the purchasing power of the dollar that is easy to understand.

Mr. Burke said: "Suppose that in 1929 I were in need of a suit of clothing. I met one of my good friends who was more fortunate than I, told him of my plight and he said he would buy me a suit. We went into a store, I picked out a suit, put it on and he paid for it. I probably would have paid \$75 for the suit. Supposing that instead of telling him at the time that I would pay him back \$75, I promised in the near future to buy him a suit of clothing of identical quality and workmanship as soon as I was able. I then found that I could not repay him for him exactly what he did for me—went to the same store and procured for him a suit of clothing, identical in all respects as to material and workmanship to the one which he had procured for me, only I paid \$30 instead of \$75."

This illustration is like that of Governor Christinson of Minnesota who recited the case of the farmer being required to sell 100 bushels of wheat to pay his interest, when 200 bushels would pay the interest at the time he contracted the debt, illustrates the effect of a fluctuating and appreciating dollar.

Both instances point to the injustice and hardships of the dear dollar. The battle for the dear dollar by the money lenders and the battle for the cheap dollar by the borrowers, demonstrate the eternal war between the conflicting interests. What the country needs is an honest dollar that does not fluctuate from time to time and maintains a uniform purchasing value that is fair to both the lender and the borrower. The continual increase of the buying power of the gold dollar has contributed to bring the gold standard in disrepute. It is a grave question whether or not this government or any other will be able to maintain a gold dollar that is fair to all the people of the country. Because of its international power of purchase there is a continual scramble among the nations of the earth to obtain and to hoard gold.

The dignified atmosphere of the Senate has not altered the happy disposition of Vice President Garner. A few days ago while he was presiding in the Senate one of the pages delivered him a note that some of his friends from

aristocratic Senators ride in state to answer roll calls.

The rivers and harbors committee have a bill before them authorizing a large amount of harbor work in various sections of the country. Among the improvements under discussion is the upper Mississippi waterway with an estimated cost of more than one hundred million dollars. The plan under discussion provides for a nine-foot waterway. While there is a strong association advocating this improvement, the railroads of the Northwest were not asleep and put up a vigorous fight against the improvement. It was the most interesting committee battle that I have witnessed to date.

The proponents of the upper Mississippi improvement gave figures to show that this improvement would reduce the cost of steel and coal and increase the price of wheat and other products because of lower transportation rates afforded by water. The friends of the railroads pointed out that they were suffering from lack of business, that many of their employees were out of work and that the improvement of the Mississippi river would make conditions much worse for the railroads.

This afforded another illustration of the conflict of interests that exists in every section of the country. And that is how Congressmen spend much of their time—listening to both sides of a controversial subject and trying to decide which is better for the people as a whole.

The Los Angeles-Long Beach breakwater is one of the subjects that I have had under consideration ever since my arrival in Washington. After many years of effort of its advocates, Congress approved the Los Angeles-Long Beach breakwater project. When I was a member and president of the Los Angeles harbor commission this program was inaugurated and after many hearings were held it was approved. Previous sessions of Congress have not made a direct appropriation for this Los Angeles-Long Beach project. But under the provisions of the Wagner-Garner Relief bill, passed last Congress, \$700,000 was allotted to the Los Angeles-Long Beach project and from this appropriation the first unit of the outer breakwater is now under construction.

Myself and others are exercising our best efforts to secure another appropriation from the present bill that is now under consideration by the administration to afford employment throughout the country. And believe me, friends, it is fortunate for us that Senator McAdoo is in the Senate to help us with this project. His intimate association with the President, his

prestige in the Senate affords us our strongest hope to succeed. I feel hopeful that we will succeed in securing sufficient funds to carry on the construction of the outer breakwater. One of our helping factors is the attitude of the navy department and particularly the assistance that has been given us in the past by the navy officials in charge of the Pacific Fleet stationed at San Pedro.

I have intended to propose to the Kid Reporter of the Southwest Topics to trade my heavy overcoat for his last year's straw hat. But the weather in Washington has been so sickle that I have delayed, as the overcoat is still in frequent use.

One of my friends back home persists in addressing me as "My dear Rubber Stamp." Well, all I have got to say is that I am trying to be a good Rubber Stamp and that my net weight is two hundred pounds. While you are being a Rubber Stamp, my theory is you should be a good one.

Governor Rolfe Extends Time Of Sales Moratorium

Torrance property owners rejoiced today with formal receipt of word from the state capitol that the governor had signed the bill extending the moratorium on sales of property under trust deeds and mortgages until next January 1.

This bill, it is pointed out, applies only when the default is on mortgages and trust deeds on property with a single-family dwelling, or in other words "the little fellow," according to its sponsors. The new bill does not affect payment of interest on the debt or taxes on the property.

The measure provides that no sale shall be made under power of sale contained in mortgages or trust deeds upon a home until January 1, 1934, when the only default is the home owner's failure to keep up the principal on his debt. The bill is due to be superseded by the federal moratorium plan which will become effective soon.

Street Car, Auto Collide; Dairyman Seriously Injured

Charles A. Williams, a dairyman residing at 446 West 168th street, Gardena, was brought to the Jared Sidney Torrance Memorial hospital Wednesday morning suffering from a severe scalp wound, possible skull fracture, compound concussion of the nose and possible concussion of the brain, following an accident at 168th and Normandie. His condition is serious.

Williams was the victim of a collision between his automobile and a street car.

Trucks Are Wanted For Forest Service

The United States forest supervisor in Los Angeles will receive proposals until midnight of Friday, May 19, for the rental of trucks in first-class mechanical condition, it is announced. Local truck-owners are urged to submit proposals.

Three types of trucks are desired, those of one and one-half ton capacity, with stake sides; those of 1½ to 2-yard capacity, with pneumatic tires and hydraulic lift dumps, and one-half ton pickup trucks with pneumatic tires.

Gas and oil will be furnished by the forest service. The trucks are to be used in the reforestation program now under way. Full details may be secured by addressing the forest supervisor at 501 Eighth and Figueroa, Los Angeles, Angeles.

Mr. and Mrs. D. H. Botchford of San Francisco visited for several days at the home of Mr. and Mrs. J. R. Wilkes, 1511 Acacia avenue.



California Week

We have arranged these unusual values in celebration of our three years in California.

CHALLENGE BUTTER
The Better Butter
lb. 25c

GLOBE "A-1" FLOUR
10-lb. sack 30c
2 1/2 lb. sack 67c

FRESH EGGS
Brookfield or Sunlight
doz. 20c

MAYONNAISE DELICIOUS gallon \$1.09
GUARANTEED TO KEEP FRESH jug
INDIVIDUAL CONTAINERS

M. J. B. Coffee
Safety-Sealed
lb. can 31c

Formay's Shortening lb. 15c 3-lb. can 45c
Chicken of the Sea Tuna Fish 2 7-oz. cans 23c
Salad Bowl Dressing quart jar 29c

Ben Hur Coffee
Drip
lb. can 31c

Sun Ray Ginger Ale 2 bottles 13c
Water Softener quart bottle 10c
Purex Fish-Base Diet
Balto Dog Food 2 cans 15c
Dunn's Jellies Assorted 7-oz. glass 10c
Holly Cleanser 3 cans 10c
Ken-L-Ration Dog Food 3 cans 25c
New Deal Cookies pkg. 17c
Sardines Tiny Tot can 10c
Ammonia Bobrick's pint bottle 13c

Silk's Spanish Rice can 9c
For Jams and Jellies Pen-Jel 2 pkgs. 25c
Antrol Ant Powder shaker 10c
Sunbrite Cleanser 2 cans 9c
Famo Peanuts In Cellophane 8-oz. bag 10c
Brillo 2 pkgs. 15c
Brooms No. 4 each 27c
Crystal Vinegar quart 13c
Pimientos Sylmar 2 cans 15c
Dog Food Dr. Ross 3 cans 23c
Dina-Mite Cereal pkg. 22c
Cloe's Bleach 5c deposit bottle 5c
Marmalade King Kelly jar 17c

Blue Moon Cheese 4-oz. cup 19c
American, Pimento, Limburger
Lime Rickey Country Club 2 bottles 25c
3c Each Bottle Deposit

Delicious Meats at Low Prices

HENS WILSON'S CERTIFIED...COLORED FRESH DRESSED... DRY PICKED 4-lbs. Average lb. 19c
Prime Rib Roast Eastern Grain-Fed lb. 19c
Pork Loin Roast Blade Cut lb. 12c
Lamb Chops 1933 Spring Lamb... Rib or Loin lb. 19c
Veal Leg Whole or Half... Milk Veal lb. 12 1/2c
Veal Chops Milk Veal lb. 19c
Sunnyfield Bacon Sliced... In Cellophane 2 half pound pkgs. 25c

NEW POTATOES 10 lbs. 17c STRING BEANS 2 lbs. 15c

PRICES EFFECTIVE FRIDAY AND SATURDAY, MAY 19, 20, 1933.

THE GREAT ATLANTIC & PACIFIC TEA COMPANY

Henry Ford
Dearborn, Mich.

May 9, 1933

A great thing has occurred amongst us. We have made a complete turn-around, and at last America's face is toward the future. Three years—1929 to 1932—we Americans looked backward. All our old financial and political machinery was geared to pull us out of the depression by the same door through which we entered. We thought it simply a case of going back the way we came. It failed. We now realize that the way out is forward—through it. Thanks for that belongs to President Roosevelt. Inauguration Day he turned the Ship of State around. Having observed the failure of sincere efforts to haul us back the way we came, he designed a new method—new political and financial machinery—to pull us out the way we are going—forward. He is clearing international obstacles out of the way; he does not stand in awe of tariffs. The people begin to feel that he does not take advice from the "interests"; that he has courage and loyalty to work for one supreme interest only—the welfare of the American people. That is a big achievement for two months in office. And now we all look to what is coming; we grow less and less concerned with what is behind. We are looking for a hand-hold on the haul rope. Every man wants to do what he can, and all he can. The best thing I can do for the Country is to create industry by building good motor cars. If I knew anything better to do, I would do it. Industry must be my contribution. Motor cars must face ahead to the future, like everything else. They are so much a part of the Nation's daily life that if they lag behind they hold the Country back.

Henry Ford